

# AMERICAN Railroad Journal.

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## The Varieties of Steel.

Originally the word steel was applied only to iron which contains such quantities of carbon as would cause hardening when the red-hot iron was cooled suddenly. This definition still applies, but, in addition, the term cast steel applies to all of the products of the crucible, the Bessemer converter, and the open-hearth furnace, whether such products are too low in carbon to harden or not. The steels that are not cast steel are known in the market as blister steel, German steel, shear steel and double shear steel. Blister steel is made by heating bars of wrought iron, bedded in charcoal, in hermetically sealed chambers. The carbon of the charcoal penetrates the hot iron, converting it into a crystalline mass of crude steel; large blisters rise on the surfaces of the bars, giving the name blister steel to this product. German steel is blister steel rolled down into bars. It is used mainly for tires and common springs, but is being rapidly superseded by the cheaper grades of cast steel. Shear steel is made by taking a high heat on blister steel and hammering it thoroughly. Double shear steel is made by cutting up shear steel, piling it, heating it, then hammering again. The best shear steel is made from the best wrought iron. The sheer steels are very useful on account of their toughness and the ease with which they can be welded to iron; and, when of good quality and well worked, they will hold a very fine edge. Crucible steel is made by melting in a crucible either blister steel, or blister steel and wrought iron, or wrought iron and charcoal, or wrought iron or scrap steel, or, in short, a great variety of mixtures, which depend on the quality of steel to be produced. Crucible steel can be applied to any purpose for which steel is used. Generally, it is better than any other steel—that is to say, crucible steel made by melting blister steel and tempered to suit by mixing iron of the same grade in the crucible, is always better than German or sheer steel made from the same blister.

Bessemer steel is made by blowing air through melted cast iron, thus burning silicon and carbon out of the cast iron. After the silicon and carbon are burned out, melted spiegeleisen or ferro-manganese is added to the charge. The carbon in the spiegel recarbonizes the steel to the desired point, and the manganese unites with and removes the oxygen which the air used leaves in the steel. Open-hearth steel is made by melting, in a very hot furnace, a

charge of pig-iron. To this melted iron, which is called the "bath," is added either wrought iron, or scrap steel, or iron ore, and the whole is kept hot until all is melted. The wrought iron or scrap, or ore, reduces the carbon or silicon in the bath to such proportions as are desired in the steel. Bessemer and open-hearth steel are much alike in quality. They are used mainly for rails, boiler plates, ship plates, bridge and other structural purposes and machinery. The better qualities are also used largely for springs. The best spring steel, like the best tool steel, is simply that which is made from the best material. Quality of material, chemically speaking, being equal, the best spring steel is that which is made from crucible cast steel, as the crucible process is less crude than either of the others.

## Electricity as a Motive Power.

A correspondent of the London *Times*, writing of the Electric Exhibition at Paris under date of September 14, says:

"During the last few days a number of new machines have been in action to show the different applications of electricity as a motive power. This is a special branch of the subject, which will attract a large number of visitors. Most of the machines of this class are in the northwest corner of the building. Here the ploughing machine of M. Menier is exhibited by M. Felix, and, although it does not actually plough the ground, it is interesting to see the way in which the electro-motor drags the plough with three shares across the space devoted to it, while a workman sits in it and guides its direction. Then there is a circular saw driven by electricity. The diameter of the saw is three feet, and the planks upon which it works are five inches thick. M. Piat exhibits in the same part of the building a stone cutter and an electrical hammer, which does all the work usually assigned to a steam hammer. Close to these machines is another for pumping water, driven by a Gramme motor; the large volume of water which is thrown out conveys to the eye some idea of the great force which can be transmitted by electricity, although in reality this machine does not require nearly so much force as many other motors in the exhibition. In the same corner we find a number of machines for sewing and for driving band-saws, and so forth, all driven by the convenient little motor of M. Deprez. There is also an embroidering machine, which is more interesting from

its mechanical construction than from its being driven by electricity. Near to this spot there is also a rock-drilling machine, for use with black diamonds; the drill rotates under the influence of a Gramme machine; and while a hole is being bored it advances under the influence of the water pressure obtainable in Paris, which is about three atmospheres."

## The History of Coke.

The history of the discovery of coke and the development of the traffic has never been written. Authentic information of the first use of coke in this country places it in 1817, when it was employed by Col. Isaac Meason, one of the earliest founders of western Pennsylvania, in refining iron at the Plumsock, or Upper Middletown mill, in this county, a few miles from the Youghiogheny river. In 1818 the use of coke was attempted by blast furnaces, but it had to be abandoned because the blast was too light, being only five pounds to the square inch. Even then the value of coke as a furnace fuel was fully appreciated, but the enjoyment of its advantages was prevented by inability to increase the blast. In 1835 William Firmstone manufactured good gray forge iron at the Mary Ann furnace, in Huntingdon county, with coke produced from Broad Top coal. In the same year F. H. Oliphant, of Fairchance furnace, near Uniontown, exhibited at the Franklin Institute, Philadelphia, samples of iron made from blue lump ore smelted with coke. In 1840 the Great Western Iron Works, at Brady's Bend, built four coke furnaces. In 1841-2 coke was made on the banks of the Youghiogheny River and shipped in flat boats to Cincinnati. A gentleman who is well informed in all the details of the coke business says that Dud Dudley, an English iron manufacturer of the sixteenth century, is entitled to the discovery of coke. He used it for the same purpose to which it is applied now, smelting. The manufacture of coke in the Connellsville region did not rise to the dignity of a business until toward the close of the decade of 1850, when it was carried on principally at Dawson's Station, on the Youghiogheny River, six miles below Connellsville, by the Cochranes, who are still in the business, and to most of whom it has brought great riches.—*Philadelphia Press*.

The first electric railway in Upper Silesia is about to be opened. It has been constructed by Siemens & Halske, for the Donnersmarckhütte Company, to supersede their ordinary colliery horse railway. The current is conveyed by wire ropes supported on poles in the same manner as telegraph wires. On the wires run small contact carriages, connected with the locomotive by wires. The maximum speed will be eight miles per hour.

## U. S. District Court, N. D. Ill.

SANDY ALSTON v. ANCHOR LINE S. S. Co.  
RIGHTS OF PASSENGERS—TICKET EVIDENCE OF CONTRACT—CIVIL RIGHTS BILL.

A ticket of passage is the evidence of the contract between the purchaser and the carrier, and parol testimony as to prior conversations is inadmissible to vary the terms of the contract as set forth in the ticket.

In an action brought under the provisions of the Civil Rights Bill, if the jury believe that the plaintiff has been unlawfully deprived of his rights, they are to assess his damages at the sum named in the statute.

It is left to the jury to determine from the evidence whether or not the plaintiff, after being excluded from the table as alleged, waived his right to recover by accepting a return of a part of the money paid for passage, or whether, if he did accept the money, it was not, in view of all the circumstances, received under such duress as would relieve the plaintiff from the contract thereby sought to be created.—ED. CHICAGO LEGAL NEWS.

## CHARGE TO THE JURY.

**BLODETT, J.**—*Gentlemen of the Jury:* The plaintiff in this case charges that during the season of navigation, in the year 1877, he, being a colored man or negro, purchased at the defendant's ticket office, in this city, a ticket entitling him to a first-class passage on one of the defendant's boats, from Chicago to Detroit, that he paid full fare for a first-class ticket, and that, in pursuance of this, he took passage upon the steamer "Japan," one of the defendant's boats, and on the morning after he took such passage took his seat at the breakfast table in the cabin, with the other first-class passengers, and was forcibly compelled by the captain to leave his seat, and was denied the privilege of the table during the trip.

On the part of the defendant, it is contended that prior to the purchase of the ticket, plaintiff was told that men of his color would not be allowed to eat at the first table, but would have to eat with the servants on the boat, and that plaintiff consented to this arrangement; and further, that after plaintiff was excluded from the table on the boat, he was tendered back and accepted one-half the fare which he had paid, and agreed not to demand the right to sit at the first table.

The only disputed questions are whether the plaintiff agreed, before he bought his ticket, that he would not go to the first table on the boat; and whether he actually accepted back part of the purchase money from the captain, with the understanding that he would waive his right to sit at the first table.

The plaintiff's proof tends to show that when he went to buy his ticket he asked defendant's agent if there would be any difficulty on account of his color, and was told that his rights there would be the same if he paid first-class fare as that of any other first-class passenger, and that they would treat him as well as they would treat General Grant, and that he bought the ticket upon that assurance. The proof on plaintiff's part also tends to show that, although the captain, after excluding him from the table, offered him back some part of his passage money, he refused to take it, and did not actually take it.

All parties agree that the ticket sold and delivered to the plaintiff was the same as defendant sold to any other first-class passenger, and upon its face entitled him to all first-class accommodations of the boat, including meals at the first table. But the defendant insists that the plaintiff expressly agreed to waive his right

to meals at the first table with the other first-class passengers.

Upon these conceded facts I see no reason why this part of the case does not fall within the rule that parol evidence will not be allowed to void a written contract—for a printed ticket is the same as a written contract—and all previous talk or negotiation must be excluded and the contract of the parties must be considered as embodied only in the ticket or written instrument. This ticket was the evidence which the defendant gave the plaintiff of his rights as a passenger on its steamer. The ticket is the contract between the parties, and not the conversation before buying the ticket. There is really no controversy as to the fact that the plaintiff was denied the right to eat at the first table. It may then be taken as conceded that the plaintiff held a first-class ticket but was denied the rights to which that ticket entitled him. And the testimony as to the conversation between the ticket agent and plaintiff before the ticket was purchased should be disregarded, because it only tends to prove a different contract from that shown by the ticket.

In regard to the point that the plaintiff accepted back a part of his fare after the difficulty arose in reference to his sitting at the table, the testimony appears to be this: The plaintiff and his witness Mr. Anthony, testify that he did not accept this money. The captain and some of the other witnesses on the part of the defendant say that he did take the money that was offered him by the captain. Here is a conflict of testimony which you must settle.

It also appears that this money was not offered back to the plaintiff until after he had been compelled to leave the table by the captain. It is for you to say, under the circumstances in this case, whether this was such an acceptance, even if he did accept the money, as makes a new contract between the parties. The defendant contends that by accepting this money back the plaintiff virtually made a new contract with the officers of the boat, by which he, in effect, stipulated or agreed, impliedly, at least, not to claim the privileges of the first table.

In order to determine whether such a contract was made, you must consider the circumstances surrounding the case. The plaintiff was alone upon this boat, the captain arbitrarily had excluded him from the rights to which his ticket entitled him, and the testimony tends to show that he was threatened with personal violence in case he insisted upon those rights.

Now it is for you to say in the light of these surrounding facts whether the parties stood in such relations of equality as to make a binding contract out of the mere tender of this money back, even if the plaintiff accepted it. You are to say whether this man, alone upon this vessel, with an imperious and arbitrary officer, excluding him from his contract rights, is to be impliedly bound by any arrangement which he made under such circumstances in the haste and excitement of such an occasion. Of course if you find from the evidence, which is contradictory, that the plaintiff did not accept the money back, then, no such contract as is claimed by the defendant was made or would be implied. But even if he did accept

the money back and you find that he accepted it under compulsion, as it were, under a threat that he could not have the rights for which he had paid, and the only alternative given him was that he must keep away from the table and might, if he chose, accept this money then you are to say whether such an occurrence would make a contract which would bind the plaintiff and be a waiver of his rights.

If you find from the testimony that the plaintiff did intelligently, and without any fear or under intimidation, accept back one-half the fare, so that the amount of money which he paid would entitle him to second class fare only, and agreed, expressly or impliedly, to waive his right to sit at the first table, then the contract is thereby modified or changed from that of a first class ticket to that of a second class ticket, the plaintiff's rights are changed accordingly. While, if you find that this money was not accepted by the plaintiff, or if it was accepted, it was accepted under such circumstances of intimidation as to show that he did not understand that he was making a new contract, then no defense arises to the defendant from this circumstance.

I have said this much without reference to any enactment by Congress affecting the rights of these parties, but simply upon the common law rights of the parties under this contract without regard to the color, condition, in life, or nationality of the plaintiff. The common law recognizes the rights of equality between those who pay a common carrier for the same accommodations. The carrier fixes the rates at which he will furnish first class and second class accommodations to passengers, and, if any man, without regard to color, pays first class fare, it entitles him to first class accommodations. If he pays only second class fare he can only demand second class accommodations from the carrier.

This action has been framed under the provisions of what is known as the Civil Rights Bill, passed by Congress, and approved on the first of March, 1875, the two first sections of which read as follows:

"Sec. 1. That all persons within the jurisdiction of the United States shall be entitled to the full and equal enjoyment of accommodations, advantages, facilities and privileges of inns and public conveyances on land and water, and theatres and other places of public amusement, subject only to the conditions and limitations established by law, and applicable alike to citizens of every race and color, and regardless of any previous condition of servitude."

"Sec. 2. That any person who shall violate the foregoing section by denying any citizen, except for reasons by law applicable to citizens of every race and color, and regardless of any previous condition of servitude, the full enjoyment of any of the accommodations, advantages, facilities or privileges in said section enumerated, or by aiding or inciting such denial, shall, for every such offense, forfeit and pay the sum of \$500 to the person aggrieved thereby, to be recovered in an action of debt with full costs."

If, therefore, you find from the evidence that plaintiff's ticket entitled him to eat at the first table, and that he was not allowed to do so, and did not waive that right by any subsequent agreement, then defendant is liable, and the damages should be assessed at the amount fixed by the statute.

If, on the contrary, as I have already said, you find that the plaintiff did actually accept back a portion of this passage money, with the understanding that he was to waive his right to the privileges of the first table, then he cannot recover in this case.

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## OURSELVES.

**D**URING the fiftieth year of the AMERICAN RAILROAD JOURNAL, changes have occurred in its management and its general make-up which start it off in its second half century with additional strength and with new features that give it a somewhat broader character than it has aimed at in the past. Since the paper was first started, in 1831, there have been remarkably few changes in its management, one of the parties now connected with it having been interested in the paper from its earliest days, and much of the time its sole proprietor. A year ago a company was formed for the purpose of extending the field of the paper, and during that time plans have been developed which, with others just started under most favorable circumstances, will doubtless result in making the coming years of the JOURNAL even more prosperous and useful than the past years of successful labor have proved.

Within the past few weeks the company having the proprietorship of the paper has been greatly strengthened by the accession of new parties identified with one of the largest commercial and manufacturing houses of the city, who bring to the paper, in addition to capital, a practical experience in newspaper work and business connections, which will naturally place before the paper new fields for its future occupancy and development. The JOURNAL, standing as it does in the position of the oldest railroad

paper in the world, is now better able than it has ever been before to occupy that position to the advantage of the interests it represents.

Several changes, which are readily apparent, have been made recently in the appearance of the paper, but they have been made hurriedly and have not yet indicated fully the plans in progress. As to the typographical part, it is the aim of the new management to present to their patrons a readable paper. It is not intended to make it necessarily an illustration of the advancement in the printer's art, but rather to make it, in type and form, of such a kind as to be the most easy and convenient for the eye and the hand of the reader. New features have been added to the contents of the paper from time to time during the past year, and in the near future others will be adopted, which it is believed will prove of value. The bond and share list tables, which previous to this year had so regularly and for so long a time appeared conspicuously in the paper, are removed, that their form and contents may be improved and made of more interest. It is not intended to omit from the paper any information for which in the past it has been especially valued, but rather to give such and additional information in more desirable form. With this end in view much of the tabulated matter, when it appears hereafter, will be published in supplementary form from time to time.

THE AMERICAN RAILROAD JOURNAL started with the first one hundred miles of railroad in this country, and has seen the number of miles increased to nearly one thousand times as many. Growing up with our vast railroad system, the paper has ever aimed to be a faithful chronicler of the important events in its development, and into this aim has been put so much of honest work that there is to-day no more complete history of railroading in this country to be found than is furnished by the files of the JOURNAL. The appreciation which this work has met with is shown by the position it has earned for itself, not only among American capitalists, but among foreign banking houses, especially in Great Britain and Germany, and by the fact that authorities like *Herapath's Railway Journal*, of London, and *Chambers' Encyclopedia* recommend it as an outspoken journal and a valuable work for reference. With perfect freedom from all

entanglements of cliques or parties maintained, the present management hope to merit the favor of the old-time patrons of the JOURNAL while seeking additional support in new fields auspiciously opening to it.

## Flanging Boiler Heads.

The study of the causes and nature of the defect known as grooving, as well as the character and appearance of the fractures which frequently occur in the flanges of heads or tube sheets, and other parts of boilers where flanging is done leads to the conclusion that flanges, as ordinarily turned, are very much too sharp, or turned to too short a radius; The evil effect upon iron of bending it too sharply may be shown by a diagram which represents a full size section of a tube sheet, at the angle or flange, bent to a radius equal to about the thickness of the plate, as frequently found in practice. Indeed, the sheets are frequently found with a still shorter bend, sometimes almost a sharp corner on the inside. The effect of this is to unduly strain the iron, both on the outside and inside of the flange, the outside being under a combined tensile and bending strain generally to such an extent that a section of the flange shows a laminated appearance, caused by the layers of the plate being separated and sliding upon each other, while the outside of the plate, unless of extra fine iron worked with more skill than is usual, if examined closely, will be found to be filled with small cracks having the appearance of season checks, as seen in timber. The inside of the flange, on the contrary, is in a state of undue compression, the fibres being crushed and buckled up. The effect of too sharp flanging may easily be shown; by taking a narrow strip of boiler plate and bending it sharply the effect will be very marked. This disturbance of the fibres and laminae of the iron renders it peculiarly susceptible to the corrosive actions of the acids present to a greater or less extent in all waters, the result being manifested by grooving or channelling and fracture along the angle of the flange caused by the combined action of grooving, and the "working" caused by variations of pressure and contraction and expansion.—*The Locomotive*.

## Virginia, Tennessee and Georgia Air Line Railroad.

A contract was signed in this city on the 28th ult. between E. W. Cole, President of the East Tennessee, Virginia and Georgia Railroad Company, G. W. Tyler, President of the Norfolk and Western Railroad Company, and F. J. Kimball, President of the Shenandoah Valley Railroad Company, embracing in all 2,138 miles, which unites permanently these properties under the name of the Virginia, Tennessee and Georgia Air Line, President E. W. Cole and President F. J. Kimball constituting an executive committee for the whole line, who have appointed Henry Fink general manager. The united lines penetrate seven States, to wit—Tennessee, Alabama, Mississippi, Georgia, Kentucky, North Carolina and Virginia, with

all rail routes to the East, via the Virginia Midland, and from Norfolk to Meridan, Miss., from Norfolk via Rome, Atlanta and Macon to Brunswick, Ga., on the Atlantic and to Florida, to Louisville and Cincinnati via the Knoxville and Ohio, a division of the East Tennessee, Virginia and Georgia railroad, and into North Carolina by another division of the East Tennessee, Virginia and Georgia railroad.

#### Organization.

THE Directors of the Portsmouth and Concord Railroad Company, elected on the 6th inst., are: Stephen Kenrick, Franklin; Samuel N. Bell, Manchester; Benjamin F. Martin, Manchester; Joseph B. Walker, Concord; Walter M. Parker, Manchester; John J. Pickering, Portsmouth; John J. Bell, Exeter. The Treasurer reported \$1,582.90 on hand. The road is operated under a lease by the Concord Railroad Company.

THE certificate of incorporation of the Cumberland, Washington and New York Railroad Company was filed at the Executive Department, Annapolis, Md., on the 5th inst. The termini are at Cumberland, in Allegany County, Md., and at Washington and Point Lookout. The capital stock is fixed at \$5,000,000. The incorporators are S. Taylor Suit, Sidney S. Wales and George W. Dimmock, of Prince George's County, Md., and William J. Muntagle and James Read, of New York.

SAMUEL ABBOTT has been elected President and D. W. C. Clement Secretary of the Salem (N. J.) Railroad Company. The Directors are: D. W. C. Clement, Samuel Abbott, Charles E. Elmer, Joseph N. Dubois, Richard Grier, Strickland Kneass, Coleman F. Leaming, Thos. Sinnickson, Jr., Samuel Prior, William J. Sewell, Josiah Wister, T. Jones Yorke and Quinton Keasby. The road is to be extended across Salem Creek to East Griffith street in the city.

THE following gentlemen have been elected Directors of the Nevada and Oregon Railroad Company to fill vacancies: C. A. Bragg, G. L. Woods, W. D. Balch, S. C. Scoville, F. F. Fowler, A. H. Manning and H. J. McMurray.

ARTICLES of incorporation were filed on the 7th inst. in the office of the Secretary of State of Illinois of the Neoga and Southeastern Railroad Company. The incorporators and first board of Directors are: Tracy Kingman, S. F. Wilson, W. W. Whitney, W. B. Phillips, D. W. Ragsdale, P. Welshimer, Cyrus D. Greene, M. Votaw, G. W. Albin, H. C. Marshall, F. D. Vons, Henry A. Aldrich and W. H. Singer, all of Neoga. The capital of the company is \$200,000. It is proposed to construct a railroad from the village of Neoga, in Cumberland County, through the County of Cumberland and into the counties of Effingham and Jasper, to a point where said railway shall join or intersect the Springfield, Effingham and Southeastern Railroad.

The Missouri Northern Railroad Company has been incorporated, with a capital of \$600,000. The stockholders are: Messrs. Wyatt, Durfee, McKillop, Dopf, Lewis and Hunter, of Rockport, Mo., and Messrs. Carson, Bailey, Johnson and Broady, of Brownsville, Neb. The length of the road, when completed, will be 37

miles, and is of standard gauge. It begins on the east bank of the Missouri River, opposite Brownsville, Neb., and runs thence in an easterly direction by the way of Rockport, in Atchison County, through Atchison and Nodaway counties, to a point at or near Burlington junction.

THE People's Railway Company of Springfield, Mo., has been incorporated by the Secretary of State, with a capital of \$4,000. This is a street horse railroad, and will run from Springfield to North Springfield. The shareholders are Messrs. Shepherd, McAfee, Cravens and Massey, of Springfield.

ARTICLES of consolidation have been filed of the following railroad companies: Chicago and West Michigan Railroad Company; Grand Rapids, Newaygo and Lake Shore Railroad Company; Grand Haven Railroad Company and the Indiana and Michigan Railroad Company—the new company taking the name of Chicago and West Michigan Railroad Company; capital stock \$600,000, with directory headed by Nathaniel Thayer, Secretary.

#### Personal.

THE Brotherhood of Locomotive Engineers will hold its annual convention at Baltimore, Md., on the 19th inst. The headquarters will be at the Carrollton House, but the meetings will be held at Grand Army Hall. Most of the roads will pass the delegates and their wives to and from the convention on presentation of proper credentials.

THE National Board of Steam Navigation, recently in session at Washington, appointed delegates to the Mississippi River Improvement Convention, which meets on the 20th inst., at St. Louis, Mo. Officers were elected for the ensuing year, as follows: President, E. W. Gould, St. Louis, Mo.; First Vice-President, R. H. Woolfolk, Louisville, Ky.; Second Vice-President, J. B. Coyle, Portland, Me.; Third Vice-President, J. N. Bofinger, St. Louis, Mo.; Secretary, B. S. Osborn, New York; Treasurer, F. W. Nickerson, Boston, Mass.

WILLIAM A. BALDWIN has been appointed Manager of the Pennsylvania Railroad. The office is a new one, and the duties are of a character which will greatly relieve General Manager Thomson, of the Pennsylvania Railroad, and General Manager Caldwell, of the Pittsburg, Cincinnati and St. Louis lines, over which his authority will also extend.

MR. JAY GOULD has been elected a Director of the National Stock Yards at East St. Louis.

At the Autumn meeting of the Iron and Steel Institute, London, on the 11th inst., Capt. D. N. Jones, of Pittsburg, read a paper on the manufacture of steel and steel rails in America.

A. J. DREXEL has been elected one of the Trustees of the Peabody Educational Fund in place of George W. Riggs, deceased. Among the Trustees are Ex-Presidents Grant and Hayes, Hon. Hamilton Fish, Hon. William M. Evarts, Hon. R. C. Winthrop.

THE Grand Division of the Order of Railway Conductors concluded their fourteenth annual meeting at Buffalo, N. Y., on the 7th inst. The following are the officers for the ensuing year:

Grand chief conductor, C. S. Wheaton, Elmira; assistant grand chief conductor, P. E. Fitzgerald, St. Louis; grand secretary and treasurer, W. P. Daniels, Cedar Rapids; grand senior conductor, S. H. Detories, Toronto; grand junior conductor, W. L. Dunn, Scranton; grand inside sentinel, W. H. George, Houston, Tex.; grand outside sentinel, W. A. Webster, St. Thomas, Ont.; executive committee, C. R. Ashton, Council Bluffs; H. S. Chapman, Buffalo.

#### The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending October 1, and for the year to same date, compared with their respective amounts carried to the same date last year:

	Week.	1881.	1880.
Reading Railroad.....	159,871	6,452,757	5,094,466
Schuylkill Canal.....	14,257	444,395	369,726
Lehigh Valley.....	86,914	4,625,602	3,657,542
Delaware, Lackawanna and Western.....	81,952	3,118,865	2,527,424
Shamokin.....	23,407	806,402	640,790
Central R. R. of New Jersey.....	85,090	3,208,623	2,694,232
United R. R. of New Jersey.....	28,126	1,147,512	832,805
Pennsylvania Coal.....	31,907	1,010,975	809,123
Delaware and Hudson Canal.....	70,238	2,639,763	2,180,421
Huntingdon and Broad Top Mountain.....	11,346	394,589	329,731
Penn. and New York.....		1,187,522	880,111
Clearfield, Pa.....		1,743,651	1,192,002

The total tonnage of anthracite coal from all the regions for the week ending Oct. 1, as reported by the several carrying companies, amounted to 541,435 tons, against 535,962 tons in the corresponding week last year, an increase of 5,473 tons. The total amount of anthracite mined for the year is 20,528,249 tons, against 16,819,922 tons for the same period last year, an increase of 3,708,327 tons. No reports of bituminous coal shipments have been received, excepting those of the Cumberland region noted below. The total amount of bituminous mined for the year is 3,554,060 tons, against 3,156,693 tons for the corresponding period last year, an increase of 397,367 tons. The total tonnage for the coal year is 24,082,309 tons, against 19,976,615 tons to same date last year, an increase of 4,105,694 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending October 1 was 158,302 tons, of which 118,631 tons were coal and 39,671 tons coke. The total tonnage for the year thus far has been 6,708,601 tons, of which 4,911,074 tons were coal and 1,797,527 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended October 1 were 49,617 tons, and for the year to that date 1,543,545 tons, a decrease of 17,537 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week, 29,635 tons; year, 1,000,019 tons; increase compared with 1880, 77,726 tons; Chesapeake and Ohio Canal—week, 13,304 tons; year, 333,273 tons; decrease compared with 1880, 134,624 tons. Pennsylvania Railroad—week, 6,677 tons; year, 209,049 tons; increase compared with 1880, 38,159 tons. The Reading Railroad shipment for last week, ending October 8th, was 183,000 tons, of which 48,500 tons were sent to and 51,000 tons shipped from Port Richmond, and 16,000 tons sent

to and 15,900 tons shipped from Elizabethport.  
—Phil. Ledger, Oct. 10.

### Statement of the Public Debt of the United States, October 1, 1881.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent loan, 1861-'81, continued at 3½ per cent.	\$127,597,200 00	\$1,116,475 50
6 per cent loan 1863-'81 continued at 3½ per cent	50,457,950 00	441,507 06
5 per cent funded loan of 1881.	400,869,950 00	1,937,545 02
5 per cent funded loan of 1881	10,829,350 00	.....
4½ per cent funded loan of 1891.	250,000,000 00	987,500 00
4 per cent funded loan of 1907.	738,710,850 00	7,387,108 50
4 per cent refunding certificates.	636,950 00	6,369 50
3 per cent navy pension fund.	14,000,000 00	105,000 00
Aggregate of debt bearing interest.	\$1,593,102,250 00	\$11,931,505 58
Interest due and unpaid.	.....	2,143,883 42
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due & unpaid.
4 to 6 per cent. old debt, 1837.	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.	1,104 91	85 74
6 per cent. bonds, 1847.	1,250 00	22 00
6 per cent. bounty land scrip, 1847.	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.	20,000 00	2,945 00
5 per cent. bonds, of 1858.	8,000 00	.....
5 per cent. bonds, of 1860.	10,000 00	600 00
6 per cent. 5-20 bonds, 1862, called.	371,800 00	538 00
6 per cent. 5-20 bonds, June, 1864, called.	58,750 00	172 69
6 per cent. 5-20 bonds, 1865, called.	77,050 00	18,915 52
5 per cent. 10-40 bonds, 1864, called.	550,550 00	113,289 57
6 per cent. Consol. bonds, 1865, called.	498,350 00	8,045 52
6 per cent. Consol. bonds, 1867, called.	1,245,000 00	209,512 16
6 per cent. Consol. bonds, 1868, called.	390,150 00	27,660 57
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880.	191,000 00	834 00
5 per cent. funded loan, 1881, called.	3,272,750 00	215,563 00
Oregon War Debt, March 2, 1881, matured July 1, 1881.	149,950 00	5,607 43
6 per cent loan of July 17 and Aug. 5, 1861, matured June 30, 1881.	1,908,600 00	4,829 96
6 per cent. loan of March 3, 1863, matured June 30, 1881.	712,700 00	30,684 55
1-10 to 6 per cent. Treasury notes, prior to 1846.	82,525 35	2,668 06
1-10 to 6 per cent. Treasury notes, 1846.	6,000 00	206 00
6 per cent. Treasury notes, 1847.	950 00	57 00
3 to 6 per cent. Treasury notes, 1857.	1,700 00	99 00
6 per cent. Treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' Treasury notes, 1861.	16,300 00	1,104 43
5 per cent. 1 year notes, 1863.	43,675 00	2,195 85
5 per cent. 2 year notes, 1863.	35,260 00	1,784 80
6 per cent. compound interest notes, 1863-64.	228,090 00	46,633 49
7 3-10 per cent. 3 years' Treasury notes, 1864-65.	141,600 00	4,891 61
6 per cent. certificates of indebtedness, 1862-63.	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.	2,960 00	244 19
3 per cent. certificates, called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.	\$10,039,595 26	\$764,590 30
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.	\$60,040 00	.....
Legal tender notes, 1862-63.	346,681,016 00	.....
Certificates of Deposit.	8,315,000 00	.....
Coin certificates, 1863.	5,248,920 00	.....
Silver certificates, 1878.	64,149,910 00	.....
Unclaimed interest.	.....	7,256 51
Fractional currency, 1862, 1863 and 1864 \$15,474,440 02	.....	.....
Less amount estimated as lost or destroyed, act of June, 21, 1879.	8,375,994 00	.....
	7,098,506 02	.....
Aggregate of debt bearing no interest.	\$431,553,392 02	\$7,256 51

### RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent., continued at 3½ per cent.	\$178,055,150 00	.....
Bonds at 5 per cent., continued at 3½ per cent.	400,869,950 00	.....
Bonds at 5 per cent.	10,829,350 00	.....
Bonds at 4½ per cent.	250,000,000 00	.....
Bonds at 4 per cent.	738,710,850 00	.....
Refunding certificates.	636,950 00	.....
Navy pension fund, 3 p.c.	14,000,000 00	.....
	\$1,593,102,250 00	\$14,075,389 00
Debt on which interest has ceased since maturity.	10,039,595 26	764,590 30
Debt bearing no int., viz:		
Old demand and legal-tender notes.	\$346,741,056 00	.....
Certificates of deposit.	8,315,000 00	.....
Coin & silver certificates.	69,398,830 00	.....
Fractional currency.	7,098,506 02	.....
	\$431,553,392 02	.....
Unclaimed interest.	.....	7,256 51
	\$2,034,695,237 28	\$14,847,235 81
Total debt, principal and interest to date, including interest due and unpaid.	\$2,049,542,473 09	.....
AMOUNT IN TREASURY.		
Interest due and unpaid.	\$2,143,883 42	.....
Debt on which interest has ceased.	10,039,595 26	.....
Interest thereon.	764,590 30	.....
Gold and silver certificates.	69,398,830 00	.....
U. S. notes held for redemption of certificates of deposit.	8,315,000 00	.....
Cash balance available October 1, 1881.	160,024,648 34	.....
	\$250,698,547 32	.....
Debt, less amt in Treas'y Oct. 1, 1881.	\$1,798,855,925 77	.....
Debt, less amt in Treasury Sept. 1, 1881.	1,816,339,567 43	.....
Decrease of debt during the month.	\$17,483,641 66	.....
Decrease of debt since June 30, 1881.	\$41,742,886 21	.....
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Cent. Branch Union Pacific bonds, 1862-64.	1,600,000 00	24,000 00
West'n Pacific Bonds, 1862-64	1,970,560 00	29,558 40
Sioux City & Pacific bonds, 1862-64.	1,628,320 00	24,424 80
Totals.	\$64,623,512 00	\$969,362 68
Interest paid by the United States, \$51,467,273 02; interest repaid by transportation of mails, &c., \$14,486,125 84; interest repaid by cash payments: 5 per cent. net earnings, \$655,198 87; balance of interest paid by United States, \$36,325,947 31.		
The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1881.		
H. F. FRENCH, Acting Secretary of the Treasury.		

### Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses, and net earnings of the Northern Central Railway for the month of August—

	1881.	1880.
Gross earnings.	\$498,008 52	\$453,923 51
Operating expenses.	403,673 42	330,966 59
Net earnings.	\$94,335 10	\$122,956 92
—showing an increase in earnings of \$44,085 01, with an increase in expenses of \$72,706 83, making a decrease in the net earnings of \$28,621 82.		
For the eight months ending with August, the gross earnings, operating expenses and net earnings were:		
	1881.	1880.
Gross earnings.	\$3,600,687 94	\$3,120,012 24
Operating expenses.	2,402,628 18	2,146,816 42
Net earnings.	\$1,198,059 76	\$973,195 82
—showing an increase in earnings of \$480,675 70, in expenses of \$255,811 76, and in net earnings of \$224,863 94.		

### Imports of Dry Goods at New York.

The Imports of Foreign Dry Goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.			
	1879.	1880.	1881.
Manufa. of wool....	\$1,828,100	\$1,714,521	\$2,025,466
Manufa. of cotton....	1,305,800	1,385,117	1,664,868
Manufa. of silk....	3,106,522	2,851,823	3,390,794
Manufa. of flax....	1,309,447	756,309	1,150,670
Miscell. dry goods....	541,179	713,184	888,611
Total ent. for consumption.	\$7,918,048	\$7,420,954	\$9,120,209
WITHDRAWN FROM WAREHOUSE.			
	1879.	1880.	1881.
Manufa. of wool....	\$795,560	\$1,181,035	\$861,377
Manufa. of cotton....	239,429	308,226	293,392
Manufa. of silk....	497,663	796,869	473,509
Manufa. of flax....	321,561	508,105	367,925
Miscell. dry goods....	143,278	227,118	191,019
Total withdrawn from warehouse.	\$1,990,491	\$3,111,353	\$2,237,622
Add ent. for consumption.	7,918,048	7,420,954	9,120,209
Total thrown on the market.	\$9,908,539	\$10,532,307	\$11,357,831

ENTERED FOR WAREHOUSING.			
	1879.	1880.	1881.
Manufa. of wool....	\$609,088	\$1,033,241	\$682,575
Manufa. of cotton....	169,482	327,375	159,721
Manufa. of silk....	483,832	728,164	338,450
Manufa. of flax....	463,513	421,016	341,155
Mis. dry goods....	437,826	181,536	176,162
Total ent. for warehouse.	\$1,863,741	\$2,691,332	\$1,698,066
Add entered for consumption.	7,918,048	7,420,954	9,120,209
Total entered at port.	\$9,781,789	\$10,112,286	\$10,818,275

The Imports of Foreign Dry Goods at New York for nine months from January 1 were:

ENTERED FOR CONSUMPTION.			
	1879.	1880.	1881.
Manufa. of wool....	\$12,070,309	\$16,431,409	\$14,562,410
Manufa. of cotton....	12,722,723	18,038,103	17,180,507
Manufa. of silk....	19,521,754	24,423,595	22,633,533
Manufa. of flax....	8,635,005	10,756,705	9,835,894
Mis. dry goods....	4,807,683	6,779,934	6,514,939
Total entered for consumption.	\$57,757,472	\$76,430,046	\$70,377,282
WITHDRAWN FROM WAREHOUSE.			
	1879.	1880.	1881.
Manufa. of wool....	\$4,803,388	\$6,107,931	\$6,769,279
Manufa. of cotton....	2,278,204	3,242,304	3,726,482
Manufa. of silk....	3,189,954	4,685,234	4,226,089
Manufa. of flax....	2,519,551	3,472,701	4,039,561
Mis. dry goods....	1,260,077	1,489,846	1,838,501
Total withdrawn from warehouse.	\$14,081,174	\$18,996,016	\$20,589,887
Add entered for consumption.	57,757,472	76,430,046	70,377,282
Total thrown on the market.	\$71,838,646	\$95,426,062	\$90,967,169
ENTERED FOR WAREHOUSING.			
	1879.	1880.	1881.
Manufa. of wool....	\$4,828,275	\$8,588,929	\$5,528,644
Manufa. of cotton....	2,297,697	3,713,931	3,049,252
Manufa. of silk....	3,411,940	5,222,536	3,666,177
Manufa. of flax....	2,606,560	4,990,693	3,252,721
Mis. dry goods....	1,244,788	1,854,634	1,966,209
Total entered for warehouse.	14,389,260	24,370,723	17,463,003
Add entered for consumption.	57,757,472	76,430,046	70,377,282
Total ent. at port.	72,146,732	100,800,769	87,840,285

### Cincinnati Iron Market.

OFFICE OF E. L. HARPER & Co.

Cincinnati, Oct. 11, 1881.

The demand is good, stocks light and prices firm at the following quotations.

FOUNDRY.		No.	Mos.
Hanging Rock Charcoal.	1	26 50@27 50	4
Strong Neutral Coke.	1	23 50@24 50	4
American Scotch.	1	22 50@23 50	4
GREY FORGE.			
Neutral Coke.	21	00@22 50	4
Cold Short.	20	00@21 50	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast.	36	00@38 00	4
Warm Blast.	30	00@32 00	4
Lake Superior 1 and 2.	32	00@33 00	4
Lake Superior 3 to 6.	34	00@36 00	4
Southern Car Wheel.	34	00@35 00	4

Th.6. F. 7. Sat. 8.M.10.Tu.11.W.12.

66, S. F., 1887.....				111%		
1st mortgage.....	136½	136½			136	
1st mortgage, reg.....						
N. Y. Elevated.....	111	109½	110½	100	109	110½
1st mortgage.....	115	115	115		115	115
N. Y. & Harlem.....						210
Preferred.....						
1st mortgage.....						136
1st mortgage, reg.....						
N. Y., Lake Erie & W.....	42¾	43¾	44¾	44¾	43¾	43¾
Preferred.....	85½	85½		87¾	187½	
2d Consolidated.....	102¾	102	102¾	102¾	101½	102
New 2d 5c fund.....	102				00	
N. Y., N. Hav'n & Hart.....						
North Mo. 1st mort.....	122			121½		
Northern Pacific.....	38	37½	38	37½	37	37
Preferred.....	77½	77½	78½	77½	77	77½
Ohio & Mississippi.....	41¾	42¾	44¾	43¾	43¾	43¾
Preferred.....						
2d mortgage.....						
Consolidated 7s.....						
Consol. S. Fund.....				119½		
Pacific Mail S. S. Co.....	48¾	48¾	49	48¾	48¾	48¾
Pacific R. R. of Mo.....						
1st mortgage.....						
2d mortgage.....		112				
Panama.....						
Phila. & Reading.....	68	65	64¾	62¾	63¾	65
Pitts.Ft.W.&Chi.gtd.....		138		138	138	138
1st mortgage.....				138		
2d mortgage.....						
3d mortgage.....						
Pullman Palace Car.....	127½			128		127½
Quickell'r Min'g Co.....						13
Preferred.....		57		59	58	58
St. Louis & San Fran.....	40¾	44	42¾	43¾	41	40¾
Preferred.....	66	70½	71	70½	70	69
1st Preferred.....	105½	106½	106½	107½	105	105
St. L., Alt'n & T. H.....		52½		50		49¾
Preferred.....	90	91	93			
1st mortgage.....						
2d mort. pref.....						
Income bonds.....						
St. L., Iron Mt. & S.....						
1st mortgage.....				115½		
2d mortgage.....	110¾	111			111½	
Union Pacific.....	118¾	118¾	119¾	118¾		117¾
1st mortgage.....			116½		116½	116½
Land Grant 7s.....						
Sinking Fund 5c.....						122
United States Ex.....			71			70¾
Wabash.....						
1st mortgage.....						
2d mortgage.....		110¾				
7s, Consolidated.....						
St. Louis Division.....		106				
Wabash, St. & Pac.....	47¾	48	48¾	48¾	48	48
Preferred.....	88	88½	89½	89	88½	88½
New mort. 7s.....	109¾		109¾		110¾	
Wells-Fargo Ex.....	120¾			120¾		
Western Pacific b'ds.....						
Western Union Tel.....	84¾	84	85¾	84¾	84¾	84¾
7s, S.F. conv. 1900.....						
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.....	115¾	115¾		115½	115½	115½
U. S. 4s, 1907, coup.....			116	116	116½	
U. S. 4½s, 1891, reg.....	113			113		
U. S. 4½s, 1891, coup.....						
U. S. 5s, 1881, reg.....	99¾	100	100	99½	100	98¾
U. S. 5s, cont'd at 3½.....	100¾					
U. S. 6s cont'd at 3½.....			101½			
Dt. of Col. 3-65s, reg.....						
Dt. of Col. 3-65s, coup.....					107	

Atch., Top. & San. Fe.	142	148 $\frac{1}{2}$	149 $\frac{1}{2}$	146	146	144
1st mortgage.....					122 $\frac{1}{2}$	
2d mortgage.....						
Land Grant 7s.....						
Boston & Albany.....				166	165 $\frac{1}{2}$	160
7s reg.....						
Boston and Lowell.....		113	112			
Boston & Maine.....	154		154	154		154
Boston & Providence.....		163				
Bos'n, Hart. & Erie 7s.....	59 $\frac{1}{2}$	60 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
Burl. & Mo. R.L.G. 7s.....						
Burl. & Mo. R. in Neb.....						
6s, exempt.....						
4s.....		90 $\frac{1}{2}$		91 $\frac{1}{2}$		
Chi., Burl. & Quincy.....	159 $\frac{1}{2}$	155 $\frac{1}{2}$	165	164 $\frac{1}{2}$	164	163 $\frac{1}{2}$
7s.....						
Cin., Sand. & Clev. (\$50).....		24	23 $\frac{1}{2}$	23 $\frac{1}{2}$		23 $\frac{1}{2}$
Concord (\$50).....						
Connecticut River.....						
Eastern.....	46	45 $\frac{1}{2}$		45 $\frac{1}{2}$	46	45 $\frac{1}{2}$
New 4 $\frac{1}{2}$ Bonds.....	110	110				
Fitchburg.....	150					
Kan. C., Top. & West.....						
Michigan Central.....						

Allegh'y Val. 7 3-10s						124
7s, Income.....	55	55		56	55	55
Camd'n & Am. 5s, '83						55
6s, 1889.....	105					
Mort. 6s, 1889....					116½	
Camden & Atlantic.						
Preferred.....						18½
1st mortgage.....						
2d mortgage.....						
Catawissa.....						
Preferred.....		56½				
7s, new.....	117					
Del. & Bound Brook						
7s.....						
Elmira & Williamspt						
Preferred.....						
Hunt. & B. Top Mt.		14		14	14	14½
Preferred.....	27	27		26½	27½	28½
2d mortgage.....						
Lehigh Navigation.	45½	45	45½	45½	45½	45½
6s, 1884.....						
Gold Loan.....						
Railroad Loan....	117					
Conv. Gold Loan.						
Consol. Mort. 7s.						
Lehigh Valley.....	60½	60½		60½	60½	60½
1st mort. 6s, coup						
1st mort. 6s, reg..						
2d mort. 7s.....						
Consol. mort. 6s.					118	
Consol. mtg. 6s, reg			118			
Little Schuylkill...	56		56	56	56	56
Minehill & Sch. Hav'n	61½	61½			61½	
North Pennsylvania	60			59½		
1st mortgage 6s..		106				
2d mortgage 7s..						
Gen'l. mtg. 7s, coup						
Gen'l. mtg. 7s, reg						
Northern Central..	51½	51½		51½		50
5s.....					99½	
Northern Pacific...	38	37	37½	37½	37½	37½
Preferred.....	77½	77½	77½	78½	77½	77½
Pennsylvania R. R.	64½	64½	64½	64½	64½	64½
1st mortgage.....						
Gen'l mortgage....						124
Gen'l mortgage reg.						
Consol. mort. 6s..						
Consol. mort. 6s, reg						
Pa. State 6s 2d series.						
do 3d series.....		101½				
do 5s, new.....		119				119
do 3s.....						
Phila. & Reading...	34½	34	32½	32½	31½	31½
1st mortgage 6s..						
7s of 1893.....						
7s, new convert...						
Consol. mort. 7s.						
Consol. mort. reg.						
Gen'l mort. 6s....	96	96½	96½	96½	96½	96½
Philadelphia & Erie	22				20½	20½
1st mortgage 6s..			106		108½	
2d mortgage 7s..						
Pittsb., Cin. & St. L. 7s	120				119½	
Pitts., Titusv. & Buff.	21½	20½	20½	21	20½	20½
7s.....						96½
Schuylkill Navi't'n.						
Preferred.....		13				
6s, 1872.....						
6s, 1882.....						
United Co. of N. J.	190	189		188		188
Hestonville, (Horse)	21			20½	21	21
Chestnut & Wal. (do).						
Green & Coates (do).						

## Baltimore Stock Exchange.

Closing Prices for the Week Ending Oct. 11.

	W.5 Th.6 F.7. Sat.8. M.10.Tu.11.
Baltimore & Ohio.....	196 195
6s, 1880.....	107 1/2 107 1/2
6s, 1885.....	107 1/2 107 1/2
Central Ohio (\$50).....	100 1/2
1st mortgage.....	100 1/2
Marietta & Cincin'ti.....	123 122 1/2
1st mortgage, 7s.....	87 1/2 88 1/2
2d mortgage, 7s.....	46 51 47
3d mortgage, 8s.....	50
Northern Cen. (\$50).....	107 1/2 114 1/2
2d mort., 6s 1885.....	114 1/2
3d mort., 6s, 1909.....	114 1/2
6s, 1900, gold.....	114 1/2
6s, 1904, gold.....	114 1/2
Orange Alex. 1st.....	122
2d mortgage, 6s.....	122 1/2
3d mortgage, 8s.....	122 1/2
4th mortgage, 8s.....	122 1/2
O. Alex. & Manas's 7s.....	122
Pitta. & Connells' 7s.....	122
Virginia 6s, Consol. 81 1/2 82.....	81 1/2 82
Consol. coupons.....	92 1/2 92 1/2 92 1/2 92 1/2
10-40 bonds.....	52 1/2 52 1/2 54 1/2 53 52 1/2
Defer'd Certificates.....	16
Western Maryland.....	16
1st M., end. by Balt.....	136
2d M., do.....	136
3d M., do.....	136
1st M., unendors'd.....	136
2d M., end. WashCo.....	136
3d M., preferred.....	136
City Passenger R. E.....	136

## London Stock Exchange.

	Sept. 16.	Sept. 23.
Baltimore & Ohio (sterling).....	113 115	113 115
Cairo & Ikenennes common stock 50.....	52 51	53
Do. preferred 5 per cent.....	93 95	93 95
Central of N. J. \$100 share.....	93 94	93 94
Do. Cons. Mortgage.....	118 118	116 118
Do. Adjustment Bonds.....	110 110	105 110
Do. Income Bonds.....	103 103	102 106
Det. G'd Haven & Mil. Equip bds.....	116 116	114 116
Do. Con. M. Sp. c. till '83 aft' rdp. c.....	110 110	109 111
Illinois Central \$100 shares.....	137 137	136 138
Lehigh Valley Cons. mortgage.....	122 122	118 122
Louisville & Nashville mort 6s.....	112 112	110 112
Do. Sink. Fund bds (S. & N. Ala).....	107 107	105 107
Do. capital stock \$100 shares.....	99 101	101 103
N. Y. Cent. & Hud. R. mt. bds.....	140 140	137 140
Do. \$100 shares.....	147 149	148 149
Do. mort. bonds (stg.).....	122 124	122 124
N. Y. Lake Erie & West., \$100 shs.....	46 1/2 47 1/2	48 1/2
Do. 6 p. c. pref. \$100 shares.....	91 92	94
Do. 1st Con. Mort. bds (Erie).....	132 132	130 132
Do. do. Funded Coupon bds.....	128 128	125 128
Do. 2d Consol Mort. bonds.....	107 107	106 108
Do. do. Funded Coupon bds.....	104 104	103 105
Do. Gold Income bonds.....	90 95	93 98
N. Y. Pa. & Ohio 1st mort. bonds.....	54 1/2 55 1/2	56 1/2 57 1/2
Do. Prior Lein bds (sterling).....	105 110	106 110
Pennsylvania, \$50 shares.....	66 1/2 67 1/2	67 1/2 68 1/2
Do. Con. Sink Fund Mort.....	121 123	121 123
Philadelphia & Reading \$50 shs.....	33 1/2 33 1/2	36 36 1/2
General Consol Mortgage.....	116 118	116 118
Do. Improvement Mortgage.....	106 1/2 107 1/2	106 1/2 107 1/2
Do. Gen. Mtg. '74, ex-defer'd cop. 96.....	98 98	98 100
Do. Scrip for the 6 def. u. 1/2.....	93 96	94 98
Pittab., Ft. W. & Chi. Eq. bds.....	105 109	105 109
St. L. Bridge 1st mort. gold b'd.....	124 126	126 128 1/2
Do. 1st pref. stock.....	102 105	102 105
Union Pa. Land Grant 1st mtg.....	115 119	115 119

## AMERICAN RAILROAD JOURNAL.

## Financial and Commercial Review.

THURSDAY EVENING, Oct. 13, 1881.

The quotation for money this morning on acceptable Stock Exchange collateral was 5@6 per cent, in the afternoon it was 5 per cent; but in the last hour it fell to 3@4 per cent.

The posted rates for prime bankers' sterling were 4.79 1/2 @ 4.83 1/2; the actual rates were 4.78 1/2 @ 4.79 and 4.82 1/2 @ 4.83. Cable transfers were 4.83 1/2 @ 4.84, and prime commercial bills were 4.76 1/2 @ 4.77. The actual rates for Continental exchange are as follows: francs, 5.28 1/2 @ 5.25; marks, 93 1/2 @ 94 1/2, and guilders, 39 1/2 @ 39 1/2.

Under date October 10th notice is given by the Secretary of the Treasury that on and after Monday, the 17th inst., United States bonds embraced in the 105th call will be redeemed at the Treasury Department in Washington to the

amount of \$5,000,000, with interest to the date of payment. The weekly purchases at the Sub-Treasury in New York will continue as heretofore authorized.

The total outstanding funded indebtedness of the District of Columbia and late corporation of Washington now amounts to \$21,896,450, of which \$10,013,000 is registered and \$11,883,450 coupon bonds and stocks.

The proposals to sell the government 3 1/2 per cent bonds (extended fives and sixes) at par and accrued interest were present at the Sub-Treasury at noon on Monday the 10th inst., and aggregated \$8,730,150. Only \$2,000,000 of the bonds were accepted, of which \$254,500 were extended fives.

By referring to the Statement of the Secretary of the Treasury, given in another column, it will be seen that the total debt of the United States on the 30th of September was \$2,049,542,473 09, less cash in the Treasury \$250,686,547 32, leaving net \$1,798,855,925 77. Since 1st of September the debt has been reduced \$17,483,641 66, and since the 1st of July last \$41,742,886 21. Of the bonded debt \$10,829,350 bears 5 per cent interest, \$250,000,000 bears 4 1/2 per cent, \$739,347,800 bears 4 per cent, \$578,925,100 bears 3 1/2 per cent, and \$14,000,000 (navy pension fund) bears 3 per cent. Interest has ceased upon \$10,039,595, and \$431,553,392 bears no interest, being in the form of certificates of deposit gold and silver certificates, legal tender notes, etc. Of the cash in the Treasury there is \$160,024,648 34 in excess of current liabilities. In addition to the debt enumerated above there are outstanding \$64,623,512 bonds issued to Pacific Railroad companies, and known as the currency 6s.

The payments made from the United States Treasury in September, exclusive of interest or principal of the public debt, were on account of civil and miscellaneous, \$23,804,284 58; war, \$4,090,447 84; navy, \$1,183,701 23; Interior (Indians) \$663,997 31, and do. (pensions) \$3,550,864 86—total, \$13,293,295 82.

The amount of United States old and legal tender notes outstanding is \$346,741,056, and of fractional currency \$8,375,934—total, \$355,116,990. The amount of the National bank circulation outstanding is \$357,770,490 currency, and \$980,450 gold notes.

The closing quotations on Thursday were: Adams Express, 138@140; American Express, 91 1/2 @ 93; American District Telegraph, 49@52; Chicago, Burlington and Quincy, 154 1/2 @ 154; Canada Southern, 58 1/2 @ 59; Chicago and Northwestern, 123 1/2 @ 123 1/2; do. pref., 134 1/2 @ 134 1/2; Chicago and Alton, 129 1/2 @ 130; Central of New Jersey, 93 1/2 @ 93 1/2; Chicago and Rock Island, 133@134; Central Pacific, 94 1/2 @ 94 1/2; Chicago, Milwaukee and St. Paul, 108 1/2 @ 109; do. pref., 121@122; Chicago, St. Louis and New Orleans, —@—; Cleveland, Columbus, Cincinnati and Indianapolis, 92 1/2 @ 93; Columbus, Chicago and Indiana Central, 20 1/2 @ 20 1/2; Delaware and Hudson Canal, 107 1/2 @ 107 1/2; Delaware, Lackawanna and Western, 123@123 1/2; Hannibal and St. Joseph, 97@98 1/2; do. pref., 114 1/2 @ 115 1/2; Illinois Central, 130 1/2 @ 130 1/2; Lake Erie and Western, 44 1/2 @ 43 1/2; Lake Shore and Michigan Southern, 119 1/2 @ 119 1/2; Metropolitan Elevated, 87@87 1/2; Manhattan Elevated, 44 1/2 @ 45; Mich-

igan Central, 88 1/2 @ 88 1/2; New York Elevated, 111@112; New York, Lake Erie and Western, 44 1/2 @ 44 1/2; do. pref., 87 1/2 @ 88; New York Central and Hudson River, 138 1/2 @ 138 1/2; Ohio and Mississippi, 43 1/2 @ 43 1/2; do. pref., 104@110; Ohio Central, 26 1/2 @ 26 1/2; Texas and Pacific, 49 1/2 @ 49 1/2; Union Pacific, 118 1/2 @ 118 1/2; United States Express, 70 1/2 @ 71; Wells-Fargo Express, 130@131; Western Union Telegraph, 86 1/2 @ 86 1/2; Wabash, St. Louis and Pacific, 48 1/2 @ 49; do. pref., 89 1/2 @ 89 1/2.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns

New York.—Atchison, Colorado and Pacific 1st, 100 1/2; Boston and New York Air Line, 66 1/2; Carolina Central 1st, 100; Cairo and Fulton 1st, 110; Cedar Falls and Minnesota, 22; Chicago, St. Paul, Minneapolis and Omaha, 40 1/2; do. pref., 101 1/2; do. consol., 102 1/2; Chesapeake and Ohio 1st pref., 38 1/2; do. 2d pref., 30 1/2; do. cur. int., 56; do. 1st, series B, 84 1/2; Chicago, St. Louis and New Orleans, 79 1/2; Columbus, Chicago and Indiana Central Income, 75; do. 1st Trust Co. certif., ass. sup., 118; Cleveland, Columbus, Cincinnati and Indianapolis consol., 120; Chicago, Milwaukee and St. Paul 1st, Chicago and Pacific div., 98; do. Southwestern div., 1st, 106; do. Southern Minnesota div., 1st, 104 1/2; do. La C. and Dav. div., 94 1/2; Denver and Rio Grande, 79 1/2; do. 1st, 116 1/2; do. 1st consols, 109 1/2; Denver, South Park and Pacific 1st, 105 1/2; East Tennessee, Virginia and Georgia, 14 1/2; do. pref., 25 1/2; do. inc., 51; Galveston, Houston and Henderson 1st, 80; Houston and Texas Central 1st, Western div., 109; International and Gt. Northern 1st, 110; Indiana, Bloomington and Western, 41; do. inc., 95; 1st, 2d, 78; Indianapolis, Decatur and Springfield, 1st, 102 1/2; do. 2d inc., 60; Kansas Pacific 1st consol., 107; do. guar. 6s, 83; do. 6s, Denver div. ass., 110; Keokuk and Des Moines 1st, 102 1/2; Lafayette, Bloomington and Muncie 1st, 107; Louisville, New Albany and Chicago 1st, 104; Lake Erie and Western, 42 1/2; do. inc., 65; do. 1st, 107 1/2; Louisville and Nashville gen'l mort. 6s, 105; do. 2d, 105; Lehigh and Wilkes-barre consol. ass., 108; Minneapolis and St. Louis 1st, Iowa Ext., 111 1/2; Mobile and Ohio, 34 1/2; do. 1st debent., 99; 2d debent., 72; do. 1st mort., 113 1/2; Missouri, Kansas and Texas, 38 1/2; do. consol., 7s, 005 1/2; do. 2d, 80 1/2; Missouri Pacific, 104 1/2; do. 1st consol., 106; Milwaukee, Lake Shore and Western, 46 1/2; do. 1st, 105 1/2; Manhattan Beach, 18; Marietta and Cincinnati 1st pref., 17; do. 2d pref., 10; Memphis and Charleston, 73; Metropolitan Elevated 2d, 88; Milwaukee and Northern 1st, 100; Michigan Central 5s, 98 1/2; New York, Ontario and Western, 31 1/2; New Jersey R. R. and Transp. Co., 185; Nashville, Chattanooga and St. Louis, 81; Northern Pacific 1st, 103; Nevada Central 1st, 100; New York City and Northern Gen'l mort., 89; New Orleans Pacific 1st, 96; Ohio Central, 25 1/2; do. inc., 50; do. 1st, 96 1/2; Ohio Southern, 18 1/2; do. 1st, 90; Oregon Railway and Nav., 154; Ohio and Mississippi 1st, Springfield div., 116 1/2; Peoria, Decatur and Evansville, 38 1/2; do. 1st, 107 1/2; Rochester and Pittsburg, 26 1/2; do. 1st, 102; do. inc., 40 1/2; Richmond and Alleghany, 35; Rome, Watertown and Ogdensburg, 30; do. 1st consol., 90; St. Paul and

Sioux ity 1st, 110½; St. Paul, Minneapolis and Manitoba, 102; do. 1st, 112; St. Paul and Duluth pref., 79½; St. Louis, Kansas City and Northern, R. E. 7s, 122; do. Omaha div. 1st, 114; St. Louis and San Francisco 2d, class B, 91; do. Equip., 105; St. Louis and Iron Mountain 3d pref. inc., 90; St. Louis, Alton and Terre Haute div. bonds, 60; Texas and Pacific, 48; do. inc. L. G., 71½; do. Rio Grande div., 88½; Toledo, Delphos and Burlington, 24; Union Pacific, Collateral Trust, 108½; Wabash, St. Louis and Pacific Gen'l mort. 6s, 100; do. Chicago div., 81½; Alabama, Class A, 78½; Arkansas 7s, L. R., P. B. & N. O., 25; Georgia 7s, gold, 117; Louisiana 7s, consol., 56; Missouri 6s, 1888, 109; do. 6s, 1882 and 1883, 102; do. 6s, H. & St. J. issue 1886, 107½; North Carolina consol. 4s, 88; do. S. T. 3d class, 2½; South Carolina 6s, non-fundable, 12½; Tennessee 6s, old, 69½; do. new, 69½; American Dist. Telegraph, 49; Colorado Coal and Iron, 49; Cam. Coal, 38; Maryland Coal, 23; New Central Coal, 25; Sutro Tunnel, 1½; Central Mining, 1½; Deadwood, 6; Excelsior, 2½; Little Pittsburg, 2½; Standard, 21.

**Philadelphia.**—American Steamship Co. 6s, 108; Buffalo, Pittsburg and Western pref., 30; Central Transportation, 40; Chesapeake and Delaware Canal 6s, 90; Nesquehoning Valley, 57½; Philadelphia and Trenton, 186½; Pennsylvania Company 4½s, 100½; People's Passenger 5s, 102½; Philadelphia, Germantown and Norristown, 109½; Susquehanna Coal 6s, 112; Shamokin, Hazleton and Wilkesbarre 5s, 99½; Texas and Pacific consol. mort. 6s, 101; West Jersey and Atlantic 1st, 107½; West Jersey 1st, 120. The latest quotations are: City 6s, 110@124; do. free of tax, 127@128½; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101½@101½; do. 5s, new, loan, 117@119½; do. 4s, new, 110@114; Philadelphia and Reading R. R., 31½@31½; do. consol. mort. 7s, reg., 123@125½; do. mort. 6s, 122@125; do. gen'l mort. 6s, coupon, 96½@96½; do. 7s, 1893, 123@125; do. new, conv., —@69; United New Jersey R. R. and Canal, 187½@188½; Buffalo, Pittsburg and Western, 20½@21; Pittsburg, Titusville and Buffalo 7s, 96½@96½; Camden and Amboy mort. 6s, 1889, 116@116½; Pennsylvania R. R., 64½@65½; do. general mort. coupon, 122@127; do. reg., 125@—; do. consol. mort; 6s, reg., —@128; Little Schuylkill R. R. 56@56½; Morris Canal pref., 160@—; Schuylkill Navigation, 6@7; do. pref., 13@14; do. 6s, 1882, 90@92½; do. 1872, 107½@—; Elmira and Williamsport pref., 55@60; do. 6s, 110@—; do. 5s, 100@—; Lehigh Coal and Navigation, 45½@45½; do. 6s, 1884, 105½@—; do. R. R. loan, 117@118; do. Gold Loan, 112@114½; do. consol. 7s, —@119; Northern Pacific, 37½@37½; do. pref., 77@77½; North Pennsylvania, 59@60; do. 6s, 105@108½; do. 7s, 123@123½; do. General mort. 7s, reg., 120@124; Philadelphia and Erie, 20½@20½; do. 7s, —@118; do. 5s, —@105½; Minehill, —@61½; Catawissa, 18½@18½; do. pref., 56½@57; do. new pref., 54½@56; do. 7s, 1900, 118@119; Lehigh Valley 60½@60½; do. 6s, coupon, —@127; do. reg., —@125; do. 2d mort. 7s, 133½@135; do. consol. mort. —@118; Fifth and Sixth streets (horse), 136@150; Second and Third, 110@115; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates,

90@100; Chestnut and Walnut, 94@98; Hestonville, 20@21; Germantown, —@80; Union, 110@125; Lombard and South, 24½@25½; West Philadelphia, —@110; People's —@32; Continental, 105@108.

**Boston.**—Atlantic and Pacific 6s, 98 do. Income 6s, 43½; Boston Land, 8½; Boston Water Power, 7½; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Revere Beach and Lynn, 125; Boston, Clinton, Fitchburg and New Bedford, 49; Connotton Valley, 22; do. 7s, 99; Connotton Valley and Straitsville 7s, 84½; Flint and Pere Marquette, 29; do. pref., 99; Iowa Falls and Sioux City, 84; Kansas City, Lawrence and Southern 5s, 107; Kansas City, Fort Scott and Gulf 7s, 110; Little Rock and Fort Smith, 69½; do. 7s, 113½; Mexican Central Block, old Series, 91; do. new, 90; do. 7s, 88½; Massachusetts Central 6s, 98; Maine Central, 54; New England Mortgage Security 7s, Series D, 106½; New York and New England 6s, 108½; Northern Pacific 6s, 101½; New Mexico and Southern Pacific 7s, 117; Ogdensburg and Lake Champlain 6s, consol., 100½; Portsmouth, Great Falls and Conway, 30; Pullman Palace Car 7s, 106; Republican Valley deferred, 119; Rutland, 5½; do. pref., 27½; Summit Branch, 17; South Boston Horse, 71; Toledo, Delphos and Burlington, 10½; do. Income, Dayton div., 35; Wisconsin Central, 23; 1st series, 78; do. 2d, 45; Wisconsin Valley 7s, 114; Allouez Mining Co., 3½; Atlantic, 15; Blue Hill, 3; Brunswick Antimony, 6½; Catalpa, 1½; Crescent, 1; Copper Harbor, 1½; Douglas, 1½; Duncan, 50c.; Franklin, 12½; Harshaw, 5; Huron, 3½; Indian Queen, 2½; National, 2½; Napa consol. Quicksilver, 6½; Osceola, 29½; Pewabic, 13; Ridge, 4½; Silver Islet, 28; Sullivan, 3½.

**Baltimore.**—Atlantic Coal, 1.30; Baltimore and Ohio 1st pref., 125½; Baltimore City 6s, 1902, 130; do. 6s, 1890, 117; do. 6s, 1900, 130½; do. 5s, 1894, 118½; do. 5s, 1916, 126; Chesapeake and Ohio Canal, 40½; Columbia and Greenville 1st, 103; George's Creek Coal, 100½; Maryland Defense 6s, 106; Norfolk Water 8s, 130½; Richmond and Danville, 98; Virginia Peellers, 40½; Virginia Midland 2d mort., 108½; do. 5th mort., 93; Wilmington and Weldon, 117½; Wilmington, Columbia and Augusta, 109.

#### Railroad Earnings.

THE earnings of the Central Pacific Railroad company for the month of September, 1881, were \$2,293,000, against \$1,964,996 for the month of September, 1880, an increase of \$328,004. For the first nine months of 1881 the earnings were \$17,004,544, against \$14,283,195 for the corresponding period of 1880, an increase of \$2,721,349.

THE gross earnings of the New York and New England Railroad company for the month of August, 1881, were \$280,523.78, the operating expenses \$174,751.78, and the net earnings \$105,772.

THE earnings of the St. Paul Minneapolis and Manitoba Railroad company for the week ending September 30, 1881, were \$142,887.92, against \$83,043.03 for the same week in 1880, and increase of \$59,844.89. For the four weeks ending September 30, 1881, \$485,735.77; same period in 1880, \$274,187.94; increase, \$211,547.83. From January 1 to September 30, 1881, \$3,236,459.37; corresponding period of previous year, \$2,216,858.14, an increase of \$1,019,601.23.

THE earnings of the Denver and Rio Grande Railway company for the first week in October, 1881, were \$159,127; same week last year, \$106,576; increase, \$52,551.

THE earnings of the Union Pacific Railway company the first week in October, 1881, were \$829,113; for the same period in 1880, \$584,953; increase, \$244,160. From January 1 to October 7, \$19,950,802; same time 1880, \$17,204,655; increase, \$2,746,147.

THE earnings of the Milwaukee, Lake Shore and Western Railroad company for the first week in October, 1881, were \$18,414; same period in 1880, \$8,394; increase \$10,020.

THE earnings of the Houston and Texas Central Railway company for the third week in September, 1881, were \$88,336.06; for the same period in 1880, \$96,162.71; decrease, \$7,826.65. From January 1 to September 22, 1881, \$2,554,922.55; same time 1880, \$2,280,371.93; increase, \$274,550.62.

#### Illinois Central Railroad.

During the month of September, 1881, the traffic on the lines operated by this company was, (estimated):

In Illinois.....	\$619,669 00
In Iowa (leased lines).....	198,941 00
Total.....	\$818,610 00

The traffic for the same month in 1880, on the same mileage, was (actual):

In Illinois.....	\$628,725 28
In Iowa (leased lines).....	178,111 24
Total.....	\$806,836 52

During September 1881, the land sales were 4,604.09 acres for \$18,111.51 and the cash collected on land contracts was \$18,293.31.

L. A. CATLIN, Secretary.

#### Interest and Dividends.

THE Baltimore and Ohio Railroad company has declared cash dividends of 5 per cent. on the stock of the main stem and of the Washington Branch, payable on the 1st of November.

THE Wabash, St. Louis and Pacific Railway company has declared the regular quarterly dividend of 1½ per cent. on the preferred stock, payable November 15.

THE Directors of the New Bedford and Fairhaven Street Railway company have voted a dividend of 4½ per cent. from the earnings of the past six months.

At Buffalo, N. Y., on the 8th inst., in the case of Henry Clews vs. W. L. Sessions et al., for \$30,000 damages for malicious prosecution, the jury rendered a verdict for the plaintiff in the sum of \$12,000.

#### Dividend Notices.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,  
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,  
NEW YORK, September 27, 1881.

The Board of Directors of this Company have this day declared a quarterly dividend of TWO Per Cent upon its capital stock, payable on TUESDAY, the first day of November next, at this office. The transfer books will be closed at 3 o'clock, P. M., on Saturday, the first day of October next, and will be reopened on the morning of Friday, the fourth day of November next.

E. D. WORCESTER, Treasurer.

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**H. D. AVERILL, Gen. Ticket Agt.**

Gen'l Offices, Bridgeport, Ct., June, 1881.

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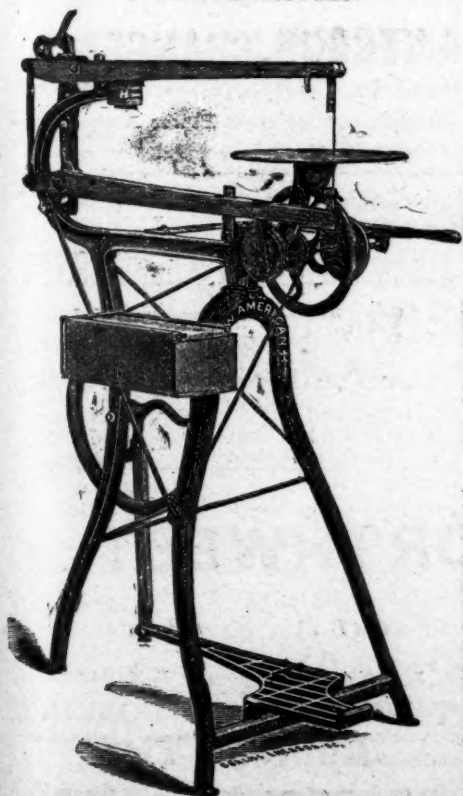
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